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Hongkong Daily Press.

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Insist on having
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No. 17,189, 號九十三百一千七萬一第 日五初月三年丑癸 HONGKONG, FRIDAY, APRIL 11TH, 1913. 五拜禮 號一十月四年二國民華中 PRICE, \$3 PER MONTH.

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PORTLAND CEMENT.
In Cask 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1903. [a1393]

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K. KATO,
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Hongkong, 11th March, 1913. [a161]

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SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [a48]

NEW CARTRIDGES.

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SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to .333 at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
W. SCHMIDT & Co.
Hongkong, 26th October, 1905. [1226]

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7.00 a.m. to 8.00 a.m. Every 15 minutes.
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11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. " 1.15 " " 15 " "
1.15 " " 1.45 " " 10 " "
1.45 " " 2.15 " " 15 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
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8.50 p.m. and 9.00 p.m. 9.50 to 11.00 p.m.
Every Half Hour.
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1.00 p.m. " 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
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SPECIAL CARS by arrangement at
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Hongkong, 1st April, 1913. [1528]

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WEISMANN'S
BEST GROUND COFFEE
ALWAYS FRESH.
75 CTS. PER 1 LB. TIN. 40 CTS. PER ½ LB. TIN.
[a33]

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No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material
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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
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106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
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	Length on Keel-Blocks	Breadth at Entrance on Bottom	Depth of Water on Keel-Blocks
No. 1	510 ft.	77 ft.	25 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth " " "	55 "	66 "
" Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.
The Floating Shovel, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a319]

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NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
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Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
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Manager.
Hongkong, 2nd August, 1912. [a53]

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QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans.
Large and Comfortable Lounge, Private and
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TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a36]

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Runners meet Steamers.
P. O. PEUSTER,
Manager.
Hongkong, 1st January, 1913. [146]

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Well Furnished Rooms, every home comfort
Five View of the Harbour.
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Apply to—**Mrs. F. W. WATTS,**
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a34]

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Every Information and Special Attention given
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REASONABLE RATES.
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Hongkong, 31st July, 1907. [576]

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A. THORNE'S BLEND	...	\$17.50 \$1.50
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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VUEX ROAD G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 11TH, 1913.

The Indian Legislative Council has recently discussed a resolution brought forward by Sir G. M. CHITRAVAT in view of the loss of opium revenue the consideration of financial measures for strengthening the resources of the Government with special reference to the possibility of increasing the revenue under a system of preferential tariffs with the United Kingdom and the Colonies. His speech, which was a long one, was on the usual tariff reform lines. He dwelt at length upon the benefits of protection and emphasised the need of financial autonomy for India. It will strike the reader who has noticed recent official statements concerning the "abounding prosperity" of India as strange that such a resolution should have been brought forward in the Council at the present time. But the improvement of over six millions sterling in India's revenue last year, it must be noted, was principally contributed by the opium revenue and railway receipts, and the argument of the mover of the resolution was that though the Indian Government had managed to maintain equilibrium between income and expenditure "since the opinion of Great Britain drove a huge breach into India's finances," they could not expect to maintain that equilibrium for long. "Not even our largest sources of revenue, land revenue and excise," he said, "could be expanded sufficiently to make up a deficit of 5 crores, which may be taken as our normal opium revenue in the days before the commencement of the policy of suppression. These

sources, too, are utterly unstable. They depend on the seasons and the rainfall to such an extent that the Hon. Finance Member himself described the Indian Budget as a gamble in rain. We cannot forego this revenue altogether, and India is a country not yet fully developed, and we require all our resources for our growing needs, if for no other purpose. The only one course open, namely, fresh taxation, has its limits, and a wise government will only impose fresh taxes with great caution and in a manner as little burdensome to the people as possible. None the less, fresh taxation will soon be inevitable, and in my view it is advisable to face the fact and consider the remedy at once." Sir G. M. CHITRAVAT considered that the best way out of the difficulty was by the adoption of a protective tariff, and, failing that, of a system of preferential tariffs with the rest of the Empire. He advocated the latter as being alike practical, beneficial and expedient. Other Indian members of the Council strongly supported the resolution, but it was opposed by the European speakers and notably by Sir Guy FLEETWOOD WILSON, the Finance Member of the Council, who questioned the advantages of the application of "the infant industry principle" to India, and expressed the opinion that until endeavours to improve industrial methods had failed, they could not call on the State to assist by protecting industries at the cost of the enormous number of very poor consumers. Considering India as part of the Empire, he described the object of the preferential policy as the linking together and strengthening of the Empire as a whole, while leaving the units free to prosecute their own interests. In any such movements, he said, the interests and wishes of India could not be ignored. The final form of the preference policy was uncertain owing to the abstention of the United Kingdom and to its being particularly undecided regarding India. But apparently preference would give freer entry to Indian tea, coffee, sugar, etc., while the Indian import duty on many British manufactures would be abolished or reduced. He went on to indicate the importance of these aspects of the case, and he asked whether India could respond. The loss of revenue in certain directions would necessitate the raising of the customs rates in others. There was also the risk of retaliation by other countries, but this risk was, diminished by the fact that Indian exports were largely raw materials and food stuffs. Sir Guy FLEETWOOD WILSON, while admitting that Indian opinion favoured protection, contented himself with begging for further dispassionate consideration of the intricate and delicate issues of a question so vital to India's prosperity, and the motion was eventually withdrawn. The debate sheds an interesting light on Indian opinion on the question, and even Sir Guy FLEETWOOD WILSON could not disguise that the development of Japan on Western economic lines had deeply affected India, and that if China at some future time should follow the example of Japan, the effect on the balance and adjustment of India's trade might be incalculable. There is sufficient uncertainty about the financial future of India to make the question one of vital interest to the Dependency, but the advocates of protection will find much food for reflection in what is now happening in the United States where drastic reductions in the American tariff are now proposed as being more advantageous to the well-being of the nation than a tariff wall of exclusion.

The French mail of the 11th March was delivered in London on the 6th April. At the Magistracy yesterday ten men from Amy Lane were charged with gambling and were fined \$3 or seven days each in default. It is reported from Taipo that a woman was found wandering on the railway near Fanning apparently insane. She was removed to Hongkong. A fine of \$250 or two months' imprisonment in default was imposed by Mr. Hazell upon a Chinese for being in unlawful possession of opium. A Chinese was sent to the Tung Wa Hospital suffering from injuries caused either by falling or jumping from the second floor of 105, Wing Lok Street. He died soon after admission. Mr. A. H. Tait, of the Chartered Bank, Kuala Lumpur, was married at Christ Church, Malacca, recently to Miss E. Hilary Moss, youngest daughter of the late Mr. C. D. Moss, of H.B.M.'s Consular Court for Japan. A Chinese schoolboy reports that while standing at the door of his residence in Lower Lascar Road on Wednesday night, one man entered the house, the door of which was open, and threatened him with a revolver, while two men stood guard at the entrance. He blew a police whistle, and the robbers disappeared without taking anything.

An association of old pupils of St. Joseph's College, Hongkong, has been formed in Shanghai.

Mr. W. Dickinson, manager of the Chartered Bank, left for Home on holiday yesterday. Mr. A. S. Hewett, who recently returned from Home, becomes acting manager of the Bank.

The Bandmann Opera Company left for Shanghai by the *Devanha* yesterday. Mr. Bandmann has good reason to be satisfied with financial results of the Company's twelve days' stay in Hongkong, for they have had full houses nearly every night.

The water return issued yesterday shows that there were 189.67 millions of gallons in the storage reservoirs on the island on April 1st as compared with 315.91 millions of gallons on the same date last year. At Kowloon the figures were 261.02 millions this year and 258.48 last year.

The master of the French steamer *Hanoi* was charged at the Marine Court yesterday with having a greater number of passengers on board than allowed by his certificate. Mr. A. E. Davey, boarding officer, said that there were 98 passengers on board, but the deck was covered with pigs in baskets, which in some places were piled on top of each other two deep. Defendant was fined \$50.

In the paper laid before the Legislative Council yesterday containing the recommendations for increasing the salaries of Government servants it is stated that a careful calculation showed that since 1912 the increase in cost of living, including rent, amounted for Portuguese and Indians to 23 per cent, and to 29 per cent, for Chinese, the higher percentage in the case of the latter being due to the high price of rice and local vegetables, to the larger comparative increase in rentals of Chinese flats as compared with rentals of houses occupied by Portuguese and Indians and to the adoption by Chinese of European wearing apparel.

Mr. G. Rose, who for the last twelve years has represented the firm of Messrs. Butterfield & Swire at Wuhu, has been transferred to Chinkiang. Mr. and Mrs. Rose were entertained to a farewell tea at the Customs Library prior to their departure, when Mr. E. Alabaster, Commissioner of Customs, in a graceful little speech referred to Mr. Rose as one who had been largely responsible for a good deal of progress at the port. Both he and Mrs. Rose had endeared themselves to a large circle of friends who now realized that their own loss was a distinct gain to Chinkiang. On board the *C. N. S. Poyang*, the British Consul, Mr. H. A. Ottewill, on behalf of their Wuhu friends, presented Mr. and Mrs. Rose with a suitably engraved silver bowl. A number of leading Chinese merchants together with the local Chinese staff of the Butterfield & Swire Co. also showed their appreciation of departing friends by presenting them with a handsome silver tea service.

THE MERCANTILE BANK OF INDIA, LTD.

The twentieth annual report states—The directors submit to the shareholders of the Bank the general balance sheet and statement of profit and loss account for the year ending 31st December, 1912.

The net profits for the year, after providing for bad and doubtful debts, and including \$29,139 17s. 1d. brought forward from last account, amount to £128,105 0s. 6d. From this sum has to be deducted £19,087 10s. 0d., being the interim dividend of 3 per cent, free of income tax, on the "A" and "B" shares paid for the half-year ending 30th June, 1912.

The directors have added £50,000 to the reserve fund (raising it to £415,000) and £2,000 to the officers' pension fund. They now recommend a further dividend on the "A" and "B" shares of 4 per cent, free of income tax, for the second half of the year (making 3 per cent. for the year), leaving a balance of £20,105 0s. 6d. to be carried forward.

A sub-branch of the bank has been opened at Delhi.

The following directors retire by rotation, but, being eligible, offer themselves for re-election:—Messrs. R. J. Black and J. M. Ryrie.

It will be necessary to appoint auditors. Messrs. Cooper Brothers & Co., and Messrs. W. A. Browne & Co., the retiring auditors, offer themselves for re-election.

HARD BLOW FOR FATHER.

A young girl from a country town went to a city boarding school, much against the wishes of her father, who thought she would be spoiled by city ways. Soon she wrote in one of her letters: "I am in love with Ping-pong." The mother read the letter aloud to her father, who turned angrily upon her, saying: "Well, you see, I was right. I knew no good would come of her going to the city. Now, you see she has got in with one of those danged Chinese."—*Ladies' Home Journal.*

TELEGRAMS. TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THE BALKAN WAR.

THE NAVAL DEMONSTRATION.
A message from Malta reports that the British cruisers, *Duke of Edinburgh* and *Medea*, have been ordered eastward, and other warships have been ordered to be in readiness.

AUSTRIA AND MONTENEGRO.
The Government of Montenegro has asked for an explanation of the action of the Austrian authorities at Cattaro in holding up a consignment of goods for Montenegro.

KING NICHOLAS' THREAT.
King Nicholas has resolved to abdicate if the Powers employ force against Montenegro, which will then be united to Servia.

THE PAN-SLAVIST DEMONSTRATIONS IN RUSSIA.

A message from St. Petersburg states that in view of the Pan-Slavist demonstrations, the police have issued an order which recalls the regulations of 1911, prohibiting public meetings and warning the inhabitants not to participate in the demonstrations, otherwise most decisive measures would be taken. It is declared that it is binding on the whole people.

THE ALLIES' REPLY.

Reuter understands that the reply of the Powers to the Balkan States accepts the Bulgarian modification with regard to the Enos-Midia frontier line, reserves the question of the Aegean Islands, the majority of which will go to Greece, says the indemnity and other financial questions will be referred to a financial commission sitting at Paris, and recommends the Allies to cease hostilities.

IMPROVED OUTLOOK.

A message from Vienna reports that there is a more hopeful feeling in consequence of the news that the Servians have ceased sending reinforcements to Albania. The crisis regarding Skutari is now considered as taking a more peaceful tone.

BRITAIN AND AERIAL DEFENCE.

LORD MAYOR TAKES ACTION.
LONDON, April 10th.
The Lord Mayor has called a meeting at the Mansion House for the 6th of May with the object of calling attention to the vital and immediate necessity of a vigorous Aerial Defence policy.

"THE CLOSURE" IN THE CANADIAN PARLIAMENT.

LONDON, April 10th.
In the House of Commons at Ottawa Mr. Borden, the Canadian Premier, introduced proposals for the closure of the Navy debate, and declared that they were less drastic than those of the British House of Commons.

THE DUCHESS OF CONNAUGHT.

ANOTHER OPERATION NECESSARY.
LONDON, April 10th.
According to a message from Ottawa, the Duchess of Connaught has been advised to undergo another operation to obviate a recurrence of the abdominal attacks Her Royal Highness suffered from in Canada.

THE POPE'S ILLNESS.

LONDON, April 10th.
A message from Rome says that the sisters of the Pope have telegraphed advising their brother Angelo to come to Rome. A doctor is constantly in the room next to that occupied by the Pope. His Holiness' temperature rose this morning. He is, however, getting a fair amount of sleep.

OBITUARY.

LONDON, April 10th.
The death is announced of Sir Clement Hill, K.C.M.G., who, after distinguished service in the Foreign Office in various capacities, entered Parliament in 1908 as a Unionist member for Shrewsbury.

At the Magistracy yesterday a Chinese brought before Mr. Hazell charged with throwing a bottle of hydrochloric acid at a woman at Wanchai was bound over in the sum of \$100 to keep the peace for a year. It was stated that the man threw a small bottle containing the acid at the prosecutrix through a broken window. The cork did not come out of the bottle, fortunately, and the contents were not spilt.

[THROUGH REUTERS' AGENCY.]

SIR RUFUS ISAACS AND THE MARCONI CONTRACT.

LONDON, April 10th.
Sir Rufus Isaacs, speaking in London, said he did not complain of legitimate criticism in connection with the Marconi Enquiry, and claimed that nothing he had done should lead to the forfeiture of esteem and confidence. He would welcome the day when he would be able to speak freely in the House of Commons.

A recent telegram to the Indian papers stated that Sir Rufus Isaacs in the Marconi Enquiry deposed that on April 17th he bought 10,000 shares in the American Marconi Company, which had no interest in the profits of the English Company, and sold 1,000 each to Mr. Lloyd George and Lord Ebanck. Several papers suggest Sir R. Isaacs would have done better to mention this when denying that he had any share transaction, during the House of Commons discussion on October 11th, in which Mr. Lloyd George participated.

HONGKONG TENNIS LEAGUE.

The annual meeting of this League was held at Hongkong Cricket Club Pavilion last night, Mr. E. A. G. May presiding. The following Clubs were represented—Kowloon, European Y.M.C.A., Chinese Y.M.C.A., Civil Service, Wigwam, Club de Recreio, Recreation Club, and Olympic. The report and accounts, which showed a balance in hand of \$24,84, having been passed, the Hon. Secretary (Mr. A. O. Brown) announced that he had received communications from the President and the Vice-President tendering their resignations. He added that he intended to resign also. It was decided to approach Mr. H. A. Nesbit with a view to his accepting the position of President. Mr. Brown was appointed Vice-President, and Mr. C. C. Hickling Hon. Secretary and Treasurer.

All the previously mentioned Clubs re-entered the League, and Kowloon were allowed to enter a second team.

Heartly thanks were accorded to the officers of the past year for their efforts on behalf of the League.

AFFAIRS AT ST. JOHN'S ISLAND, SINGAPORE.

At the Legislative Council meeting at Singapore last Friday, the Hon. D. T. Boyd was to submit the following question:—Are the Government aware of the dislocation of the trade and shipping of Singapore which has recently been caused by the insufficiency of the quarantine accommodation at St. John's Island for contacts, and, as an instance, the case of the steamer *Fat Shing*, which arrived from Hongkong on the morning of March 21, 1913, with 1,100 contacts, but on account of the congested state of the accommodation at the island had to retain these contacts on board, and was released from quarantine only on March 25, thus suffering detention of over five days' duration, and under the circumstances do not the Government consider that it is not only advisable but necessary that something should be done to extend the accommodation for contacts at St. John's Island and thus fulfil the assurance given by the Government on August 6 last, that the matter was receiving attention?

OLDEST BRITISH SETTLEMENT IN THE PACIFIC ISLANDS.

This is Pitcairn. In a paper read at the Royal Colonial Institute by Sir Everard Im Thurn, K.C.M.G., C.B., on "Some Less Known Islands in the Pacific," the following reference was made to Pitcairn:—Pitcairn and its "dependencies" (that is, I believe, the official term)—Oeno, Elizabeth (or Henderson), and Ducie—all lie fairly close together, just below the southern tropic line, i.e., they are quite the easternmost of the Pacific Islands properly so-called. Of the settlement of Pitcairn Island in 1789 by some of the mutineers of H.M.S. *Bounty*, with some Tahitian women, I need not here tell. The existence of this nest of British mutineers was not discovered till 1808, and then by an American sailing ship. The island was visited in 1814 by H.M.S. *Briton*, Captain Sir Thomas Staines. By that time only one of the mutineers survived—the famous Jack Adams (his real name seems to have been Smith); but the children of the *Bounty* men by Tahitian mothers had developed, chiefly under Adams' influence, into a very remarkable and very law-abiding little British community. The history and unparalleled circumstances of this community attracted the sympathy and interest, and in 1856, the people having become too numerous for the island, the whole were removed, with their own consent, to Norfolk Island, which had just then become vacant by the final abandonment of the convict station there. But some of these exiles found their way back to Pitcairn in 1859 and 1864; so that continuity of settlement by British subjects has been unbroken, save for a period of three years, since 1789. Pitcairn is thus the oldest British settlement in the Pacific Islands, and it dates from but a year later than the settlement of Port Jackson on the Australian continent.

I cannot now go into the subsequent history of the Pitcairn community; but I cannot help saying that, in my opinion, there must be few places in the British Empire the inhabitants of which have suffered more from ill-judged sympathy and injudicious kindness combined with real neglect and perfunctory control than this tiny little historic island, which was definitely annexed on August 18, 1888.

SUPREME COURT.

Thursday, April 10th.

IN SUMMARY JURISDICTION.

BEFORE THE ACTING PUISNE JUDGE (MR. J. H. KEMP).

ALLEGED BREACH OF CONTRACT.

Messrs. W. L. Loxley & Co., general merchants and exporters of wood oil, sued the Nam Moiv firm, of 151, Connaught Road Central, for \$1,000 as damages for breach of contract, dated 4th July, 1912, whereby the defendants agreed to sell to the plaintiffs 825 piculs of wood oil, to be filled by the defendants into drums provided by the plaintiffs and shipped by the defendants free on board in Hongkong Harbour within the months of August and September, 1912. The time for delivery was subsequently extended to the 1st of November, but the defendants failed to deliver such oil or any part thereof.

Mr. F. C. Jenkin (instructed by Mr. Denny, of Messrs. Denny & Rowley) represented the plaintiffs, and Mr. Eldon Potter (instructed by Mr. Davidson, of Messrs. Hastings & Hastings) appeared for the defendants.

Mr. Jenkin said the plaintiffs, as the defendants well knew at the time of entering into the contract, required the oil for shipment and re-sale to customers in New York at a profit. The wood oil was not in accordance with the contract, and was adulterated to the extent of about 10 per cent, with vegetable oil and was useless to the plaintiffs. The plaintiffs were unable to purchase in Hongkong wood oil similar to that contracted for; they were consequently unable to supply their customers, and lost the profit they would have made on the re-sale. The drums were landed at the Hongkong godowns, and the plaintiffs sent their godown man to examine the drums on the 7th October. He turned them upside down and saw that nothing came out, and as they were dry he reported to the plaintiffs that they were clean. On the 9th October the defendants were asked if the drums were empty and they replied that they were full. On the following day two of the plaintiffs' employees took samples from these drums, 100 bottles full, and on a subsequent date 175 bottles were taken, making a bottle from each drum. A little oil was taken from each of these 275 bottles, put into one bottle, and sent to Watson's dispensary for the purposes of analysis. On the 11th of October the plaintiffs wrote a letter to the defendants concerning the result of the analysis by Watson's, in which they said they had to advise them that the wood oil had been found to be seriously adulterated. The same day a partner of the defendant firm called upon plaintiffs and desired to have an analysis of this oil made by the Government Analyst, Mr. Browne. This partner and Mr. Drude, of the plaintiffs' firm, took further samples on the following day. On the 15th October the samples taken were sent to Mr. Browne by the partner in the defendant firm and by the representative of the plaintiffs to make a report upon it, which was supplied on the 18th October. Apparently, subsequent to that the defendants' partner and Mr. Drude took still further samples, and the latter would give evidence of something the partner said to him. On the 23rd October defendants asked the plaintiffs' representative to have another look at the drums, and on that occasion he said the drums were dirty. Mr. Drude found around the neck of the drum a coating of gelatine, and he took away a sample of that, and that had also been submitted to the Government Analyst for analysis. A long correspondence then ensued between the solicitors of the parties up to the present date. The case was adjourned provisionally to Monday.

TELEPHONE POLITENESS.

The charge that users of the telephone are gradually becoming less civil is borne out by a statement made by the Controller of the London Telephone Exchange, "Quickening London business activity," he said, "has undoubtedly caused a diminution in those forms of politeness which used to be so characteristic a feature of City life. Even the little word 'please' in many cases no longer punctuates the rapid fire calls for numbers on the part of busy subscribers. Nor could one altogether condemn the curt language now heard at City telephones; it is a matter of saving time, an inevitable product of modern conditions. Economy in time has clashed with business civility, and the latter has had to give way. The matter of the amount of formality to be demanded of the operators has always been a serious problem. The proposal to have the operator's 'number, please,' shortened to 'number' was considered for some time. It was finally decided that 'please' could well be added to the operator's query with no appreciable loss of time, and so the ruling stands."

There is a new child story in the *Manchester Guardian*. "Ma! ma!" sobbed Willie, "do my ears belong to my neck or my face?" "Why, what is the matter?" was the tempering reply. "Well, you told Mary to wash my face, and she's washing my ears, too!"

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed Daily Press only, special business matters The Manager.

NEW ADVERTISEMENTS

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE

I have THIS DAY Resigned CHARGE of the above Company.
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th April, 1913. [561]

VICTORIA RECREATION CLUB.

ENTRIES for the ATHLETIC SPORTS (to be held on the Hongkong Football Club's Ground, Happy Valley, on the 15th April) will CLOSE TO-MORROW (SATURDAY), the 12th inst. at 7 P.M.
FRANK LAMBERT,
Hon. Secretary.
Hongkong, 11th April, 1913. [565]

WANTED AT ONCE.

NURSE conveying Two Children to Trieste by s.s. "KORBER", sailing on the 13th inst.
For terms apply to—
SANDER, WIELER & Co.,
Agents,
AUSTRIAN LLOYD S.N. Co.
Hongkong, 11th April, 1913. [562]

WANTED.

IMMEDIATELY—an EXPERIENCED STENOGRAPHER and TYPIST. Male or Female.
Apply to—
Care of "Daily Press" Office.
Hongkong, 11th April, 1913. [563]

STEAMER WANTED.

WANTED to Purchase a Small Sea-going CARGO STEAMER, 200 to 300 tons, Consumption about 5 tons daily. Please send particulars of Deadweight, Gross, Net, Draft, Speed, Consumption, Build, Price, to—
KELLY SAYCE & Co.,
14, Becclesfield Arcade.
Hongkong, 11th April, 1913. [564]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA".

Arrived Hongkong on 9th April, 1913. FROM: BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, etc., or s.s. "Malwa".
From Persian Gulf, or s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th April, 1913. [560]

WANTED.

OPENING FOR BRITISH YOUTH to commence in General Business Firm. Apply by letter, stating age, education, etc., to—
Care of "Daily Press" Office.
Hongkong, 10th April, 1913. [560]

WANTED.

WANTED at once in a Lawyer's Office, a FIRST-RATE SHORTHAND TYPIST.

Good Salary to a competent man.
Apply to—
Care of "Daily Press" Office.
Hongkong, 10th April, 1913. [555]

WANTED IMMEDIATELY.

FOR Coast Port, EUROPEAN CLERK, who has a fair knowledge of Shipping and General Office Work. For 3 or 4 months. Liberal terms.
Apply to—
Care of "Daily Press" Office.
Hongkong, 8th April, 1913. [550]

WANTED.

YOUNG EUROPEAN for Local Mercantile Firm.
Apply to—
No. 123,
Care of "Daily Press" Office.
Hongkong, 7th April, 1913. [544]

WANTED.

A PORTUGUESE YOUNG LADY SHORTHAND TYPIST.
Apply to—
Care of "Daily Press" Office.
Hongkong, 5th April, 1913. [540]

PUBLIC COMPANIES

GULA KALUMPONG RUBBER ESTATES, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held at the Registered Office of the Company in London, and that the TRANSFER BOOKS of the Company will be CLOSED from the 7th to 15th April, 1913, both days inclusive.

By Order of the Directors,
LOWE, BINGHAM & MATTHEWS,
Colonial Registrar.
Hongkong, 3rd April, 1913. [537]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE BOARD OF DIRECTORS having declared 6% DIVIDEND on Preference Shares in payment of arrears, Notice is hereby given that the SHARE TRANSFER BOOKS of the Company will be CLOSED as from 7th April to 15th April, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 7th April, 1913. [542]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 16th April, 1913, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1912, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 1st April, 1913. [524]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SEVENTH ORDINARY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 16th April, 1913, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1912, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 16th April, 1913, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 1st April, 1913. [525]

ROYAL HONGKONG GOLF CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the ROYAL HONGKONG GOLF CLUB will be held at the CLUB HOUSE at Happy Valley, on WEDNESDAY, the 16th April, 1913, at 5.30 o'clock in the afternoon, for the purpose of Altering the Articles of Association of the Club as per the circulars posted to Members and as exhibited on the board at the Club House at Happy Valley.

By Order,
K. M. CUMMING,
Hon. Secretary.
Hongkong, 3rd April, 1913. [538]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 19th April, 1913, at 12.30 P.M., at the Office of the Hongkong JOCKEY CLUB, on the Ground Floor of the Hongkong CLUB ANNEX, Chater Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 5th April, 1913. [541]

FOR SALE.

ANTIQUE CHINESE CURIOS AND EMBROIDERIES, the Valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING AND TOWRING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at—
FUJII & Co.,
56, QUEEN'S ROAD CENTRAL,
First Floor,
From 10 A.M. till 12 Noon and 2 P.M. till 5 P.M.
Hongkong, 19th March, 1913. [468]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Undertaken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, QUEEN'S ROAD CENTRAL,
(First Floor).
Telephone No. 650.
Hongkong, 3rd March, 1913. [397]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.

undertakes every description of lighter work, including transshipments in the Harbour, and delivery to any water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 37.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

IN

10 SIZES,

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS, ICE SHAVES, ETC.

LANE, CRAWFORD & CO.

[46]

YOST

TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model or Lawyers and Accountants.

Special Monthly Terms if desired.

MACEWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VŒUX ROAD, HONGKONG. SHAMEN, CANTON. [392]

INTIMATIONS

INSTITUTION OF ENGINEERS AND SHIPBUILDERS, HONGKONG

A PAPER will be read by Mr. J. MACDONALD (Member) TO-NIGHT (FRIDAY), 11th April, 1913, in the Institute, at 9.15 P.M.

Subject: "THE LOAD LINE."

Members and their friends are invited to attend.

R. B. WOOD,
Secretary.
Hongkong, 8th April, 1913. [551]

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

NOTICE.

IT IS HEREBY NOTIFIED that commencing TO-MORROW (SATURDAY), 12th inst., and each succeeding SATURDAY until further Notice the Train Booked to leave Kowloon at 2.15 P.M. will leave at 2 P.M. and arrive SHUN CHUN at 2.54 P.M.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, 8th April, 1913. [554]

NOTICE.

THE OFFICERS of the 126 BALUCHIS-TAN INFANTRY will not hold themselves Responsible for any Debts incurred by, or on behalf of, their Mess Contractor, WONG ON.

Hongkong, 10th April, 1913. [559]

NOW ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

BANKS

THE MERCHANTS BANK INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 662,000
RESERVE FUND ... 415,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Cebu, Hongkong, Kanton, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 18th March, 1913. [909]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUNDS ... £15,000,000

SCHMIDT ... £1,500,000 at 2 1/2% = £15,000,000
SILVER ... £1,500,000 at 2 1/2% = £15,000,000

RESERVE LIABILITY OF PROPRIETORS £15,000,000

COURT OF DIRECTORS.

Hon. Mr. C. H. Ross, Chairman.
S. H. DODD, Esq., Deputy Chairman.
G. F. FRIEDLAND, Esq.,
C. S. GOSBAY, Esq.,
F. E. HOLYOAK, Esq.,
G. E. LAURENCE, Esq.,
F. LIEB, Esq.,
W. L. PATTERSON, Esq.,
J. A. PLUMMER, Esq.,
Hon. Mr. E. S. SELLERS,
H. A. SLOAN, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent per annum.
For 6 months, 3 per cent per annum.
For 12 months, 4 per cent per annum.

N. J. STARR,
Chief Manager.
Hongkong, 10th April, 1913. [113]

THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 480,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [445]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

HONGKONG OFFICE.
3, DES VŒUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1279]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

E. J. H. VAN DELDEN, Acting Manager.
No. 8, Des Vœux Road Central.
Hongkong, 5th February, 1913. [21]

ENTERTAINMENT

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

LATEST PHOTO PLAYS

THE BITTER-BIT (American Comic).
THE VISION-GLORIOUS (Comic by Prince).
LOVE AND HOXING (By Max Linder).
THE AMATEUR POISONER (Comic).

NEWS OF THE DAY.

MISS OROILE STEPHANO
(a) "Take me back to the Garden of Love."
(b) "My Eastern Dreamland."
(Specially Written by a Local Amateur.)

MISS VIOLET BONETTA
(a) "Come up Some Rainy Afternoon."
(b) "Hands Up!"

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 9th April, 1913. [61]

CHEESE

WE beg to inform our Customers that we have received a New Shipment

of our well-known CANADIAN STILTON CHEESE.

THE DAIRY FARM CO., LTD.

[28]

JUST UNPACKED.

A Splendid Assortment of the following Latest Novelties:

Up-to-date Styles Ladies' Side and Back Combs, Slides and Barrettes, Dressing and Hair Combs and Fancy Combs.

The "Corvair" Invisible Fringe Nets.

Finest Quality Real Human Hair—Indispensable to the Present Style of Hair Dressing.

Light Brown, Mid Brown and Dark Brown.

HOOSAIN-ALI & Co.
No. 14, Queen's Road Central.
Hongkong, 21st February, 1912. [45]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, 1st July, 1911. [119]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1

THE DIET FOR RHEUMATIC PEOPLE.

During the warm, "muggy," rainy season, people with rheumatic tendencies are peculiarly liable to suffer from that disease, as well as from lumbago, sciatica, etc.

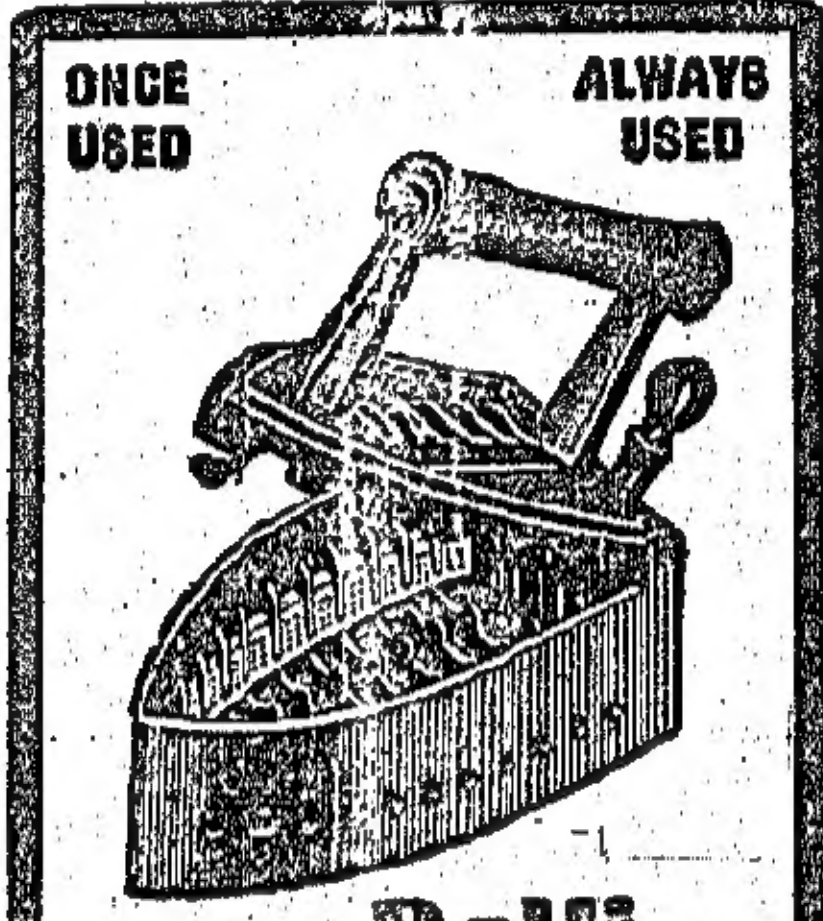
Their need of special diet is imperative, and, as the doctor always cuts down their meat, it is essential for them to have highly nutritious food. It is equally important that this food should be easily digested and should contain abundant phosphorus, for phosphorus is needed for making healthy blood, and the blood is invariably disordered in rheumatic condition.

Among such foods, the medical profession accords Sanatogen a pre-eminent position. A physician, writing in *The Medical Times*, shows how it often works wonders in such cases. He mentions a patient who suffered with chronic rheumatoid arthritis, affecting the fingers, wrist and knees, for two years. Under Sanatogen the insomnia, lack of appetite and nervous depression which she had complained of, quickly disappeared, and subsequently the swelling and pain in the joints became less marked.

Equally convincing is the case of another lady who had had neurasthenia for years, and lastly had been confined to bed with sciatica. The pain was so severe at times that she had to have injections of morphia. She was given Sanatogen, when the sciatica very soon completely disappeared, and her general health became very much improved.

Sanatogen can be obtained of all Chemists. Although it is not suggested that it will directly benefit all cases of rheumatism, sciatica, lumbago, etc., yet, as the above extracts prove, there are many cases in which it produces excellent results, while indirectly it benefits all sufferers by improving the general health.

(111-511)



The Dalli

For Household Use.—To use it is the best, most simple, and most comfortable way of ironing. Independent of gas and gas-fuel, it can be used anywhere. Non-inflammable, it is without noise or fumes. No risk from fire, healthier than any other iron. For Night work and travelling only, The "DALLINETTE," a smaller "Dalli." For general household work, the "Dalli." Having largest ironing surface, and greater heating capacity, every description of ironing can be done with it.

Sole Agents, The Hong Kong & Shanghai Bank, Ltd., 111, Queen's Road Central, Hong Kong.

Overcome Your Doubt

Don't hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

Beecham's Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from indigestion: will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt promptly

Cure And Convince.

Sold in boxes, price 9s, 11s & 2s.

CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver Oil. Each tiny Morrhual capsule represents the medicinal value of a teaspoonful of oil. Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies. Sold in bottles of 100 Capsules, sold by all Chemists.

TWO VESSELS ON ROCKS IN RHIO STRAITS.

PLEASURE YACHT AND LOCAL TRADER.

The Rhio Straits, which have been the graveyard of many a good ship, entrapped two more vessels on Tuesday night last week, one the pleasure yacht *Sagitta*, in which the Duc de Valency and friends are doing a leisurely tour of the East, and the other the *Governor General Meyer*, which is owned by Lim Ah Pat and registered at Muntok.

The yacht, it appears, ran ashore on a small reef off Pulau San, and remained fast. Her predicament was observed by a passing steamer which brought the news to Singapore, and the *Tanjong Pagar tug Sunda* under Captain Davies was sent out to render what assistance was possible. The *Sagitta* was found to be in no immediate danger, and does not seem to have been pierced in any part in her contact with the reef. As the task of towing her off presents little apparent difficulty preparations are being made to facilitate that process. She carries, of course, no cargo, but she is being lightened considerably by the emptying of her bunkers and water-tanks into the sea.

TOTAL LOSS FEARED.

The case of the *Governor General Meyer* would, from all accounts, appear to be worse, if it is not actually hopeless, as there is every reason to believe. She ran on the Pan Reef in the dark at half-past eight on Tuesday night and was badly holed in the process. The little Rhio mail boat *Hong Wan* sighted her in the morning and went as close as possible, and her captain boarded the stranded vessel. As the situation was serious the 83 passengers and eleven bags of mail carried by the *G. G. Meyer* were all transferred to the *Hong Wan*, which brought them on to Singapore and reported the facts.

Later reports that have come to hand by vessels arriving since lead to the conclusion that the *G. G. Meyer* is a total loss. One ship in passing saw that she had slid back a considerable distance into the water with her bow canted up at a wide angle. This vessel signalled but got no response from the *G. G. Meyer*, so it is presumed that the captain, officers and crew, recognising the danger of the vessel sliding into deep water stern-first and sinking, had left her and gone on to Rhio in a small steamer that would be due to pass down the Straits for that destination. Until the arrival of news from Rhio, however, nothing definite can be gleaned.

The *G. G. Meyer* was a very old boat, having been built in Glasgow in 1871 for British owners. She was sold to her present owner and transferred to the Dutch port of registry about fifteen years ago, since when she has been on the Singapore, Billiton and Batavia run. Her net tonnage is 442 and she is commanded by a Dutch captain.—*Straits Times*.

THE BOMBAY COTTON TRADE.

AN EXCITED MARKET.

BOMBAY, March 25th.

The growing uneasiness, which has been felt in the Bombay cotton markets for several days past in consequence of transactions in fine and good Broach cotton on an unprecedentedly large scale by one Indian merchant, culminated in great excitement on Tuesday, when the rate for the March settlement, which fell due that day, was fixed by the Cotton Trade Association after prolonged deliberation lasting for about an hour and a half at Rs. 349 per candy for good and Rs. 353 for fine Broach. The full effects of the operations cannot be estimated just at present, though it is obvious that bear operators are hard hit, as some of them went on selling bales which they did not possess. In the commercial history of Bombay there is no parallel to the magnitude of the operations in Broach cotton by one individual. The remarkable feature about the whole affair is that every bale of cotton tendered was received and duly paid for. It seems that nearly 90,000 bales of fine good Broach cotton had been tendered, noon on Tuesday, which was the latest time for the delivery of bales sold. All these bales were accepted and paid for except a couple of thousand bales, which were on survey rejected. It appears that the firm of Balchand Ugerchand, who is a resident of Sholapur, commenced operations in Broach cotton when it stood at about Rs. 315. At that time he seems to have sold cotton to Japanese firms at the high rate then prevailing. After the January settlement he commenced buying cotton at prices averaging between Rs. 317 to Rs. 325 per candy, and continued to buy until Tuesday, when he paid as much as Rs. 352 per candy and bought about 3,000 bales at that rate. The settlement of the Broach contract continued to absorb attention in banking and commercial circles in Bombay as prices continued to rise till they reached the figure of Rs. 352, at which figure, as stated above, the bull operator was ready to buy as the bull operator was offered to him many bales as were offered to him, which was at once taken up by the firm of Balchand, nearly 30,000 bales being tendered on the last day. In these days of severe stringency felt in money markets throughout the country it is not easy to finance transactions of the magnitude of which could be guessed from the fact that the financing of 90,000 bales involved the sum of one and a half crores of rupees, making an average of Rs. 350 only per candy, two bales being equal to one candy. When the market opened in the Marwari bazaar on Tuesday morning there was a great deal of commotion. Feeling between bull and bear operators ran so high that it was deemed necessary to keep a posse of police to preserve order. By noon the offices of the Cotton Trade Association presented an animated appearance being thronged by a large number of cotton dealers and brokers who had come to learn the decision of the association. The result of the decision will be that the bears, who have no goods to tender, will have to pay the difference between the selling price and the fixed rate, namely, Rs. 349 for good and Rs. 353 for fine. Whether this is a beginning

WM. POWELL, LTD.

TELEPHONE 346.

TAILORS and OUTFITTERS

EVERYTHING FOR GENTLEMEN'S WEAR.

CHOICE SUMMER MATERIALS now showing in our

FIT AND STYLE GUARANTEED.

TAILORING DEPARTMENT.

(All Garments made on the Premises.)

WILLIAM POWELL, LTD.

or end of the trouble remains to be seen. The future of the market will be controlled by the late supply and demand from the local mills and Japan. It is stated that the firm of Balchand has already sold about 30,000 bales for April delivery. This will leave them 60,000 bales to dispose of. It is further stated that they have sold a number of bales for May and June delivery.

THE EQUITABLE LIFE INSURANCE SOCIETY.

BUSINESS IN JAPAN AND CHINA.

Since the Equitable Life Assurance Society of the United States decided to discontinue writing any new policies in Japan, various rumours have been circulated as to the future of the company. One vernacular paper stated that the company was about to withdraw from Japan, but this, says the *Far East*, is far from being correct. The Equitable will continue its offices and representative in Japan as heretofore with the object of fulfilling its obligations in respect of death claims, policy loans, and all other business. The only change is that the society refuses to accept any further new business, and this because the laws controlling the society compel it to discontinue business at the present juncture, because it is only allowed to write three hundred million yen a year. The Equitable is in the fortunate position of being able to do that amount of business in America alone, and this under a less expense-ratio than is incurred in Japan. The attitude of the Government in connection with the deposits required from foreign companies doing business in Japan may, of course, have had some influence on the directors of the Equitable in their decision to discontinue writing any new business here. As far as the deposit is concerned, however, the Equitable has more money invested in this country and in securities than is required under the new law. The only difference that will characterise the business in the future is that no new insurance will be taken. No other change is contemplated and any reports to the contrary are untrue.

The great future field for the Equitable in the East lies in China. During the past twenty-five years the company has done a very large business in China, where the mortality experience has been most favourable. Years ago, when the Equitable first entered that field, it had to combat some most peculiar misconceptions of the Chinese, who entirely misunderstood the objects of life insurance. In the early days Messrs. Butterfield & Swire, who were the principal agents in the large centres, did a big business with several merchants at one of the ports, and things went smoothly until one of the insured died. Then the others raised their howl and demanded the return of their money. The agents themselves required an explanation for this extraordinary turn of affairs, when it appeared that the Chinese believed that death and that somehow or other the Equitable had the magic power of prolonging the life indefinitely of its patrons. To-day of course the Chinese know all about insurance, and being a business-like people they are quick to take advantage of its benefits. On another occasion a very rich merchant in Shanghai rushed into the agent's office and wanted to be insured for a hundred thousand taels, saying that he was going to be murdered. Of course it was pointed out that insurance could not be granted under these circumstances, but as the merchant was already insured for a small sum, the agent went to his friend the chief of police of the Foreign Settlement and asked Superintendent MacKenzie to protect the merchant's house. This was done, and in a few days the merchant went again to the agent and begged that his house as there was no more danger. Investigation showed that the trouble was caused by a petty dispute with other merchants regarding the use of a certain chop or trademark on a bale of cotton goods.

MELBOURNE SENSATION.

CHINESE SHOTS HIS CONSUL-GENERAL.

A sensational shooting affray occurred in the Chinese Consulate, on the evening of March 11th. After spending the afternoon in the Consulate with the Chinese Consul-General (Yung Liang Hwang), returning to the Consul-General, Thomas Jones Chia, aged 30 years, suddenly drew a Webley-Smith automatic pistol and fired four shots at Hwang. One took effect, the bullet passing through his arm and making its exit at the back of his shoulder. During its passage it went dangerously close to Hwang's heart.

Chia is well-known in both commercial and social circles in Melbourne. He was brought from China nearly three years ago and appointed secretary to the Chinese Consulate in Melbourne by Ying-tsun Tong, who was then the official representative of the Chinese Government there. He continued in that position for some time after Hwang succeeded Tong. At the end of last September, an announcement was made in the Press that Chia had severed his connection as secretary to the Chinese Consulate, and since then he had been connected with the Eastern Extension Telegraph Company.

He is now under arrest on a charge of attempted murder. Chia has held many important positions. He was at one time headmaster at the Prefectural College at Chang-chow. From 1905 to 1907 he acted as Chief Secretary to Wong Yu Saw, the Chinese Commissioner to France, and during the next two years was in the Imperial Government service of the railways of North China. He had the post of Professor of English at the Peking University in 1909 and 1910, and was Chief Secretary to the Chinese Consul-General at Melbourne from 1910 to 1912. A few months ago it was announced that Chia had temporarily resigned his position at the Consulate. The wedding of Chia and Miss Eunice Russell took place in St. Peter's Church, Eastern Hill, on January 22nd last. A fashionable assemblage witnessed the ceremony, and the bride and bridegroom were the recipients of many presents.

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NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Chartered Steamship

"BOYNE" Captain G. F. Dale, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst. at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Göteborg" from Göteborg. Ex ss. "Lisboa" from Porto.

HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 5th April, 1913. [46]

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF BARODA." Captain E. Munro, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 12th inst. at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents. Hongkong, 5th April, 1913. [547]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"FLINTSHIRE." Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 14th inst. at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 8th April, 1913. [49]

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO VIA JAPAN

S.S. "PERSIA." Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from the Company's Godown. Cargo will be landed immediately at Consignees' risk on arrival of Steamer.

Cargo remaining undelivered THURSDAY, 11th April, at Noon, will be subject to landing and storage charges. No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown Monday, 14th April, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co. All Claims must be filed on or before 8th May, otherwise they will not be recognised. FRED. J. HALTON Agent. Hongkong, 8th April, 1913. [50]

S.S. "AMAZONE."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medoa," from Havre ex s.s. "Basque" and from Bordeaux ex s.s. "Ville d'Arras" and "Ville de Valenciennes," in connection with above Steamer are hereby informed that their Goods and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 14th inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th inst., or they will not be recognised. All damaged packages will be examined on the 14th inst. at 10 A.M. No Fire Insurance has been effected. P. THOMAS, Agent. Hongkong, 7th April, 1913. [2]

TO LET.

TO LET.

SHOP in ALEXANDRA BUILDINGS.

Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 27th November, 1912. [66]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 and 14, Queen's Road Central. No. 5, STEWART TERRACE, PEAK. Apply to—M. J. D. STEPHENS, Hongkong, 4th March, 1913. [510]

TO LET.

OFFICES in Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 9th April, 1913. [555]

TO LET.

A HOUSE in KNOTSFORD TERRACE.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 28th March, 1913. [506]

TO LET.

No. 27, ROBINSON ROAD, SIX ROOMS, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA e CASTRO, 33, Queen's Road Central, Hongkong, 18th January, 1913. [204]

TO LET FURNISHED.

"GALESEND," 108a, TEN PEAK, 6 ROOMS. For 4 months from 1st May.

Apply—C. H. GALE, Hongkong, 7th April, 1913. [545]

TO LET.

No. 33 and 40 QUEEN'S ROAD CENTRAL, 1st Floor, from 1st April next. Suitable for an Office. Central locality.

Apply—H. RUTTONJEE & SON, Hongkong, 27th March, 1913. [502]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point.

For further particulars apply Property Office. JARDINE, MATHESON & Co., Ltd., Hongkong, 15th August, 1912. [67]

TO LET.

FLATS, "WILD BELL," No. 147, Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality.

No. 11, SHERMOUR ROAD. Apply to—TSANG KIT-FAN, Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, 1st April, 1913. [522]

TO LET.

UNFURNISHED, 6, Mountain View, Peak, containing SIX ROOMS.

Apply—W. R. LOXLEY & Co., York Buildings, Charter Road, Hongkong, 17th December, 1912. [72]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.

Apply Property Office. JARDINE, MATHESON & Co., Ltd., Hongkong, 23rd May, 1912. [66]

TO LET.

No. 2 WEST END TERRACE, Shamshau.

From 1st February, 1913. To Let FURNISHED or UNFURNISHED to 30th November 1913. 5 ROOMS. "CEAIG EYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation. No. 119a, THE PEAK, FURNISHED, from Middle of April until end of October, 1913. FOUR BEDROOMS, Tennis Court and Garden. 3, DES VOEUX VILLAS, No. 52, PEAK, 5 ROOMS. From 1st February, 1913. MERION, No. 10, PEAK, FURNISHED or UNFURNISHED. 6 ROOMS. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, PEAK, 5 ROOMS, from 1st March, 1913. For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—LINSFORD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 2nd April, 1913. [64]

TO LET.

No. 35, CONDUIT ROAD, 6 ROOMS Unfurnished, Electric Light, from 1st May, 1913.

The "EYRIE," No. 13, Peak, To Let FURNISHED. "LYEMUN," Barker Road, No. 134, Peak, To Let FURNISHED or UNFURNISHED to 30th November 1913. 5 ROOMS. "CEAIG EYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation. No. 119a, THE PEAK, FURNISHED, from Middle of April until end of October, 1913. FOUR BEDROOMS, Tennis Court and Garden. 3, DES VOEUX VILLAS, No. 52, PEAK, 5 ROOMS. From 1st February, 1913. MERION, No. 10, PEAK, FURNISHED or UNFURNISHED. 6 ROOMS. To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, PEAK, 5 ROOMS, from 1st March, 1913. For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. Apply to—LINSFORD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 2nd April, 1913. [64]

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 12th April.	See Special
SINGAPORE, PENANG, PORT SAID, MARSEILLES	NYANZA	About 16th April.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN AND YOKOHAMA	CHINA	About 24th April.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, 11th April, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI, MANILA, CEBU AND ILOILO	"LINAN"	On 12th Apr., 11 A.M.
HAIPHONG	"TAMING"	On 15th Apr., 4 P.M.
HAIPHONG	"SINGAN"	On 16th Apr., 10 A.M.
SHANGHAI	"SUNGKANG"	On 17th Apr., 10 A.M.
TIENSIN	"ANHUI"	On 18th Apr., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANTU."

MANILA LINE—TWIN SKEW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck; aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck; aft. Electric Fans fitted.

SHANGHAI LINE—EAST SCHEDULE TWIN SKEW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 11th April, 1913. Telephone 36.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW

AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 11th April, at 11 A.M.
"HAIKUN"	Capt. J. S. Booth	TUESDAY, 15th April, at 11 A.M.
"HAIKUN"	Capt. J. W. Evans	FRIDAY, 18th April, at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

HAIKUN ... Capt. J. W. Evans ... SUNDAY, 13th April, at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
DOUGLAS, LAPRAIR & Co., GENERAL MANAGERS.
Hongkong, 10th April, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN		On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Lounge has Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to
GIBB, LIVINGSTON & Co., AGENTS.

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IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. LIBERIA ... 14th Apr.	S.S. SCANDIA ... 16th Apr.
S.S. ALESIA ... 27th Apr.	FOR MARSEILLES & HAMBURG:
S.S. SEGOVIA ... 8th May.	S.S. SPEZIA ... 18th Apr.
S.S. FUERST BUELOW ... 19th May.	FOR ROTTERDAM, BREMEN, HAMBURG & ANTWERP:
S.S. BIRKENFELS ... 24th May.	S.S. SACHSEN ... 19th Apr.
S.S. SAXONIA ... 24th May.	FOR HAVRE, BREMEN & HAMBURG:
S.S. PREUSSEN ... 24th June.	S.S. SENEGAMBIA ... 25th Apr.
	FOR ROTTERDAM, BREMEN & ANTWERP:
	S.S. LIBRIA ... 16th May.
	S.S. BAYERN ... 20th May.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th April, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.
SAN FRANCISCO LINE.

Operating the THREE TRIPLE SKEW TURBINE Steamers
CHIYO MARU, SHINYO MARU AND
TENYO MARU.
Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SKEW S.S.
"NIPPON MARU."
INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Bent	TUESDAY, 24th June, at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU on TUESDAY, the 29th April, at Noon.

SOUTH AMERICA LINE.
(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU
Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WED'DAY, 4th June, at Noon
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

Trans-Pacific Line.
Connecting at TACOMA and SEATTLE with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"SEATTLE MARU"	T. Saito	TUESDAY, 22nd April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 30th April, at 2 P.M.
"CHICAGO MARU"	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU"	K. Hori	WED'DAY, 28th May, at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 13th June, at 2 P.M.
"PANAMA MARU"	J. Kanoo	WED'DAY, 25th June, at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	K. Komiya	SATURDAY, 26th April, at 4 P.M.
"LUZON MARU"	H. Yamamoto	SUNDAY, 25th May, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 26th June, at 4 P.M.

FOR KOBE.
"LUZON MARU" ... H. Yamamoto ... SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU" ... T. Yamaguchi ... WED'DAY, 21st May, at 4 P.M.
"INDO MARU" ... K. Komiya ... SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAISO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJIN MARU"	M. Nagano	SUNDAY, 13th April, at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 30th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WED'DAY, 16th April, at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 11th April.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to
Z KAMIYA
MANAGER
Second Floor, No. 1, Queen's Building

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Apr., 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
HONGKONG S.S. CO.

THE TAIKOO DOCKYARD & ENGINE-ERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
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Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.

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PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

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HONGKONG, CHINA, AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOO DOCK" [449]

NORDDEUTSCHER LLOYD. BEEMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BEEMEN	"PRINCESS ALICE"	20,300	Wednesday, 16th April, at 10 A.M.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... "BUELOW" ... Capt. C. NABRATH, 16,900, About Thursday, 17th April.

MANILA, YAP, MARONN, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ... "COLENZ" ... Capt. L. KLUGHEIM, 6,750, Saturday, 19th Apr., at 9 A.M.

KOBE and YOKOHAMA ... "PRINZ SIGISMUND" ... Capt. D. LENZ, 6,000, About Tuesday, 29th April.

KUDAT and SANDAKAN ... "BORNEO" ... Capt. F. SAMBELL, 5,000, End of April.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to
NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 3rd April, 1913.

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MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.	Other.
Adm. admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.	Nightingale, river gunboat, 65 tons, 240 h.p., Lt. Comdr. Malcolm Murray, R.N., Yangtze.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Prichard, Hongkong.	Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Chambers, Hongkong.
Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darwall, Canton.	Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Comdr. E. J. G. Mackinnon, Canton.
Cadmus, British ship, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. E. T. Williams, Shanghai.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Hooper, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.	Rosario, depot ship for Submarines, 360 tons, i.h.p., 1,400, Lt. Comdr. N. E. Archdale, Hongkong.
Jlio, British ship, 1,070 tons, i.h.p., 1,400, Comdr. Mackenzie, D.S.O., en route to Singapore.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, Hongkong.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. Wilkinson, Hongkong.	Squire, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Flora, 430 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles, F. Corbett, M. V. O., Hongkong.	Taku, torpedo boat destroyer, 305 tons, i.h.p., 6,000, Gunner W. H. Ryder, Hongkong.
Hampshire, 10, 850 tons, 21,000 f.d., 14 guns, Captain A. Rowley Hill, Hongkong.	Tamar, receiving ship, 463 tons, 6 guns, Commdore R. Anstruther, C.M.G., Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p., 22,000, Capt. Allen T. Hunt, C.S.I., Weihaiwei.	Teal, river gunboat, 180 tons, 2 guns, 600 i.h.p., Lieut. Comdr. Hon Guy Stopford, Chwang-kiang.
Kinsua, 516 tons, i.h.p., 1,200, Lt. Comdr. H. Marryat, Hankow.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. R. N. Cottrell-Dormer, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. O. C. Pasco, Hongkong.	Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Hongkong.
Minotaur, armoured cruiser (flagship), Vice-Admiral T. H. Jerram, C.B., i.h.p. 27,000, Capt. E. B. Kiddie, Hongkong.	Vireo, torpedo-boat destroyer, 365 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000, Capt. B. H. F. Bartlett, M.V.O., Hongkong.	Wol, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.

